

Amendments to the Claims

The listing of claims will replace all prior versions, and listings of claims in the application.

Claims 1-4. (Cancelled)

5. (Currently Amended) A brake system of a multi-wheel vehicle, said multi wheel vehicle comprising:

a pair of first drive wheels disposed at one of front and rear portions of the vehicle;

a pair of second drive wheels disposed at the other ~~rear or front portion of the~~ front and rear portions of the vehicle, wherein at least either said pair of first drive wheels or said pair of second drive wheels are steerable;

a first transaxle including a first transaxle housing, a pair of first axles disposed in said first transaxle housing to be connected to said respective ones of said first drive wheels, a first differential section disposed in said first transaxle housing to differentially connecting connect said first axles to each other, and a power take-off (PTO) section for taking off rotational force synchronous with the rotation of an input to said first axles, said PTO section being externally attached to said first transaxle housing; and

a second transaxle including a second transaxle housing, a pair of second axles disposed in said second transaxle housing to be connected to said respective ones of said second drive wheels, a second differential section disposed in said second transaxle housing to differentially connecting connect said second axles to each other, and an input

section for transmitting the rotational force of said PTO section of said first transaxle to said second differential section, said input section being disposed in said second transaxle housing, said brake system comprising:

a pair of first brake devices for braking said respective first axles, wherein said first brake devices are disposed on said respective first axles in said first transaxle housing;

a second brake device for braking said input section of said second transaxle, wherein said second brake device is disposed in said second transaxle housing;

and

a common brake operation device operatively connected to said pair of first brake devices and said second brake device so that said pair of first brake devices and said second brake device ~~[[are]]~~ can be simultaneously actuated for braking by operating said common brake operation device.

6. (Currently Amended) ~~[[The]]~~ A brake system of a multi-wheel vehicle as set forth in claim 5, said multi wheel vehicle comprising:

a pair of first drive wheels disposed at one of front and rear portions of the vehicle;

a pair of second drive wheels disposed at the other of the front and rear portions of the vehicle, wherein at least either said pair of first drive wheels or said pair of second drive wheels are steerable;

a first transaxle including a pair of first axles connected to respective ones of said first drive wheels, a first differential section differentially connecting said first axles to

each other, and a power take-off (PTO) section for taking off rotational force

synchronous with the rotation of an input to said first axles; and

a second transaxle including a pair of second axles connected to respective ones of said second drive wheels, a second differential section differentially connecting said second axles to each other, and an input section for transmitting the rotational force of said PTO section of said first transaxle to said second differential section, said brake system comprising:

a pair of first brake devices for braking said respective first axles;

a second brake device for braking said input section of said second transaxle; and

a common brake operation device operatively connected to said pair of first brake devices and said second brake device so that said pair of first brake devices and said second brake device can be simultaneously actuated for braking by operating said common brake operation device, wherein said second brake device is selectively put into one of first and second modes:

said first mode for still keeping said second brake device in unbraking condition when said common brake operation device is operated for braking; and

said second mode for actuating said second brake device for braking.

7. (Previously Presented) The brake system as set forth in claim 5, wherein said pair of first brake devices and said second brake device are hydraulically controlled with oil-supply from a common master cylinder operated by said common operation device.